

Today's Advertisements.

NOW READY!

THE PROTEST AND REMONSTRANCE of the SHIPPING INTEREST Against the imposition of LIGHT DUES FOR THE SAKE OF REVENUE.

together with the whole of the correspondence that has recently passed between the GOVERNOR and the SENIOR UNOFFICIAL MEMBER OF COUNCIL and the Hon. T. H. WHITEHEAD and the GOVERNOR on the subject of SPECIAL LIGHT DUES and the correspondence between the Liverpool Steamship Owners' Association and the Board of Trade on the question of Light Dues, the Departmental Committee's report on the MERCANTILE MARINE FUND, and Sir GEORGE BARNARD'S letter to the Times on the Mercantile Marine Fund, *Fair-play's* comments thereon, and a report on excessive Light Dues levied in the Bosphorus. Priced in handy form for transmission by the Mail or for ready reference.

FOR SALE

AT THE "HONGKONG TELEGRAPH" OFFICE. PRICE: 10 CENTS PER COPY. Orders can now be booked by the MANAGER, Hongkong Telegraph Office, 6, Pedder's Hill, Hongkong, 27th January, 1897.

OPENING MONDAY, 1st February, 1897. WILLISON'S WORLD CIRCUS AND TRAINED ANIMAL EXHIBITION OF THE WORLD'S DOMESTIC PETS DIRECT FROM SOUTH AFRICA. COMING BY SPECIAL STEAMER.



Introducing for the first time in Hongkong a Cosmopolitan Company of Celebrities Called from the Front Ranks of the Gymnastic, Acrobatic and Equestrian Professions. A MAGNIFICENT STUD OF EQUESTRIAN EQUINES, CLEVER CUNNING CANINES, MERRY MONKEYS, EDUCATED GOATS AND PERFORMING PIGEONS. NEW AND NOVEL PROGRAMMES, OPENING MONDAY NEXT in our Mammoth Marquee, Brilliantly Lighted, superbly seated and located on the RECLAMATION GROUND, back of the CITY HALL. WATCH FOR SATURDAY ADVERTISEMENTS. Hongkong, 27th January, 1897. [169]

OCEAN STEAMSHIP COMPANY. FOR LONDON, VIA SUEZ CANAL. THE Company's Steamship

"MYRMIDON." Captain Gardner will be despatched as above on WEDNESDAY, the 3rd February. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 27th January 1897. [155]

OCEAN STEAMSHIP COMPANY. FOR LONDON, VIA SUEZ CANAL. THE Company's Steamship

"TANTALUS." Captain Haenrich will be despatched as above on SATURDAY, the 13th February. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 27th January, 1897. [200]

NIPPON YUSEN KAISHA. JAPAN-AUSTRALIA LINE. MONTHLY SERVICE. (Under Mail Contract.)

FOR THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE. THE Company's Steamship

"OMI MARU." Captain C. Young will be despatched for the above Ports on TUESDAY, the 16th February, at 4 P.M. This Steamer is fitted with Superior Passenger Accommodation and is lighted by Electricity throughout. A fully qualified Doctor is carried. For Freight or Passage, apply to NIPPON YUSEN KAISHA, Agents. Hongkong, 27th January, 1897. [194]

NIPPON YUSEN KAISHA. JAPAN-BOMBAY LINE. MONTHLY SERVICE. (Under Mail Contract.)

FOR SINGAPORE, COLOMBO AND BOMBAY. (Calling at TATUNORIN on the homeward voyage.) THE Company's Steamship

"MIKE MARU." Captain P. H. Goh will be despatched as above on WEDNESDAY, the 27th February, at Noon. For Freight or Passage, apply to NIPPON YUSEN KAISHA, Agents. Hongkong, 27th January, 1897. [195]

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HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this CORPORATION will be held at the City Hall, Hongkong, on SATURDAY, the 13th day of February next, at Noon, for the purpose of receiving the Report of the Board of Directors, together with a Statement of Account to 31st December, 1896. By Order of the Board of Directors, T. JACKSON, Chief Manager.

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The Hongkong Telegraph

HONGKONG, WEDNESDAY, JANUARY 27, 1897.

THE CHINESE POSTAL SERVICE.

We note in the Shanghai papers, and extract therefrom paragraphs published in this issue, a list of postal charges to be levied on the transmission of mail matter by the Imperial Chinese Post Office. We note also that this Imperial Chinese Post Office is to commence operations in China at the beginning of the next Chinese year, that is next Tuesday. We note further, with regret, that there is as yet no official notification by our Government, either in English or Chinese, as to the arrangements to be made for dealing in the Colony with Chinese correspondence coming into or to go out of this colony, although it must be tolerably evident that the establishment of a Government Post Office on the opposite mainland and at Canton must make a huge difference. Hitherto Chinese firms and agencies have collected letters from their clients and customers in the Colony and undertook to convey and distribute them to their addresses in China. Each firm collected correspondence destined for some particular city, or district, or group of villages, and for no others. Letters coming from those places were sent here for distribution by the same firm here. Each establishment was independent of every other and there was no common responsibility in any one. With the establishment of the Imperial Chinese Post Office one of the most important functions of these agencies must cease. They may continue to collect and distribute, but they cease to convey. Let us consider for a moment, with a view to illustrate what we mean, how correspondence from and to Canton (the city) must be dealt with. All existing agencies in Canton are, we understand, to be recognised as local post offices by the Chinese Government. They will therefore collect letters and receive the fees thereon as heretofore, but instead of transmitting their bags to an agent of their own here they must now send the bags to some central office in Canton under the control of the Imperial Maritime Customs, paying over or accounting for a proportion of the charges, and all the bags so gathered in by the central organisation will be examined and stamped or weighed or taken account of in some way on the spot and then transmitted in bulk to Hongkong by steamer, to be delivered here to our General Post Office and not, as before, each bag to its separate address. We presume, in the absence of information that our Post Office will for the present merely distribute the bags and take no note of the individual letters, as it has neither room to sort them nor hands to undertake the work of house to house distribution. The local agencies will become, for the present at least, here, as in Canton, local post offices for collection and distribution. To look at the other side of the picture, we presume that Chinese letters in Hongkong may either be posted at our Post Office or sent as hitherto to the private agencies and by them in bags to their several addresses to the post office for transmission to Canton: If something of the kind we have indicated is not to take place either here or at Canton, we cannot conceive how the proposed great change is to operate at all. But if we have correctly foreshadowed the nature of the intended alteration in the methods of dealing with letters here and in Canton, we would ask if any reasonably sufficient arrangements have been made here for doing the work to be thrown in a few days on our Post Office? The number of letters, many containing money, exchanged between here and Canton daily is to be reckoned in thousands. Who is to handle them, either singly or in bags? If they come in bags each addressed to a known agency and not to be opened at the Post Office the work is comparatively easy, but still quite beyond the present staff, who can't be trusted to deliver a local letter at East Point or Kowloon under three days. If to individual addresses, the postal establishment will have to be strengthened by dozens of carriers before a day's letters can be sent out. How is postage to be paid? What rates are to be levied here, and how are they to be collected? If by stamps, then the Post Office must see and handle every letter. We are very much afraid that there is no one at present in the Post Office with sufficient knowledge or experience of postal work to be competent to deal with the increase of work and the kind of work that must be prepared for, or is it true that the Government of the Colony are going to further abdicate their functions as a Government and allow the Imperial Maritime Customs to have their own Post Office here and run a Chinese mail service in the Colony? One thing is very strange. The Council have not been asked to sanction or vote the

greatly increased staff and expenditure that must accompany and follow any change in the present methods of dealing with Chinese correspondence. The Chamber of Commerce has not been consulted; no orders, regulations, or instructions of any kind have been issued. Nothing in fact done to prepare for so great a change! Perhaps we are wrong. Perhaps the official-Unofficial Members of Council have been got together in secret conclave and their opinions taken on the subject. Perhaps, too, the Commissioners of the Chinese Imperial Maritime Customs at Kowloon and Lappa are in this matter the confidential advisers of the Government. Anyhow, it is full time the public were favoured with definite information.

REUTER'S MESSAGES.

AT LAST! LONDON, January 25th.

Owing to the prevalence of the plague, the pilgrimage from Bombay and Kurrachee has been stopped.

FRANCE AND RUSSIA.

The Tsar has ordered that M. Muraviev shall visit Paris in order to be presented to President Faure, and to see the French Minister before returning to St. Petersburg to assume the foreign portfolio. M. Muraviev will also go to Berlin.

THE PROPOSED BIMETALLIC CONFERENCE.

Mr. Balfour states that there is no probability of the British Government initiating a bimetallic conference.

THE GERMAN EMPEROR'S BIRTHDAY.

The 38th anniversary of the birth of His Imperial Majesty the Emperor of Germany was celebrated to-day with all the pomp and circumstance attaching to royalty. At an early hour the harbour presented a bright and pretty aspect, the large fleet of British and foreign warships all being fully "dressed" in building in honour of the occasion, the German ensign in all cases flying at the main. The vessels were all "dressed" in rainbow fashion, the lines of flags being carried up from the sterns, over the trucks, and down to the bows. The *Kursh* (Russian flag) having square-rigged masts was able to vary the display, her bunting being brought down from the masts to the end of her yards on either side. The two "destroyers," *Harv* and *Hady*, joined in the celebration and though their stumpy little masts afforded poor scope for decorative work, they each had stings of flags carried over the spars fore and aft.

During the forenoon divine service was held on board the German flagship *Kaiser* and a large number of residents went off to the ship to take part in it. All the warship's duty boats flew their ensigns and they, too, helped to enliven the scene as they darted to and fro. From 12.30 till 1.15 the German Consul (Dr. W. Knapp) held a "Festliche Lesung" and a large number of officials and private residents attended to do honour to His Majesty through his representative.

The salutes were fired at 12 noon promptly, and for some time after this headquarters and other points of vantage ashore were filled with spectators. The vessels looked well with their guns run out ready for firing and the big Russian's double row gave her quite a formidable appearance. The *Kaiser* was the first to fire, followed by the *Kursh* and *Churshin*, the *Olympia* being in close attendance with the *Victor Emanuel*. In a second round the German's guns were again fired and the sea was well-lighted. The ships that saluted numbered 15, and included 8 British, 3 German, 2 Russian, 1 French, and 1 American, and as most of them have heavy guns they made many of the old buildings on shore rattle again, and the prudent ones took the precaution of opening windows to prevent the concussion breaking them. Looking at the scene from an unobstructed point of view the impression was conveyed of a big naval engagement, the cannon smoke soon obscuring the sky and the sea.

People whose business took them afloat at the time had rather an uncomfortable five minutes, but they have at least the consolation of being able to say that they have "smelt powder" even if they have not "felt steel."

Our Teutonic friends forwarded to-day through the Consul a telegram congratulating their august Sovereign.

LOCAL AND GENERAL.

THE "Star Mistress" of H.M.S. *Immortalitee*, now in dock, will give an entertainment at the Dock at 8.30 to-night. A capital programme has been arranged.

TO-MORROW afternoon Mr. Armstrong will let at auction lots 1 to 19 adjoining the race-course for the erection thereon of booths during the forthcoming races on the 17th, 18th, and 19th prox.

The German warship *Prinzess Wilhelme* made a pretty display this evening, showing the Imperial crown and "W" underneath. The *Arcona* made a grand display from yard-arm and the *Kaiser* also made a noble show.

We are requested to state that notice has been received from Oxford that Roman Catholic candidates for the Local Examination desirous of having papers on religious subjects set by their co-religionists can intimate the fact by setting a cross in red ink instead of writing the word "yes" against the subjects.

The new troopship *Thomas Andrus*, built by Fenwick and Co. for the Portuguese Government, for service between Macao and Tientsin, was taken for a trial spin to-day and, under adverse weather conditions, she did not know, which is one knot over the specified contract time. A full report will appear to-morrow.

The ordinary half-yearly meeting of shareholders in the Hongkong and Shanghai Banking Corporation will be held at the City Hall on Saturday, the 19th prox., at noon, for the purpose of receiving the report of the Board of Directors, together with a statement of account to 31st December, 1896.

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Most unusual has been the depth of water over the Woussing Bar during the past few days, something over 22 feet, says the *Mercury* of 22nd inst.

THE Hongkong Volunteer Corps dance, which was originally fixed for the 5th instant, has been postponed until Wednesday, the 10th instant, on account of a dance to be given by Admiral Buller on board H.M.S. *Centurion*. We are requested to ask those guests who have already received invitations for the 5th to note this alteration.

GOT up in admirable style, and printed in a manner that leaves nothing to be desired in the least that can be said about the Race Book (for the 1897 meeting) just published by Messrs. Noronha & Co., of Zilland Street. The book is out in good time, and as a great deal of interest is being taken in the forthcoming Meeting it should find a ready sale.

At a meeting of the Sanitary Board to be held at 4.15 p.m. to-morrow returns showing the progress of the plague at Bombay and of the small-pox epidemic at Kobe will be among the papers tabled. We are afraid the returns of the progress of the plague at Bombay will not be very edifying. Why are no returns of the progress of the plague at Kurrachee to be submitted to the meeting?

JOHN FRANKLIN, a quartermaster on the P. & O. steamer *Centurion*, was yesterday sent to prison for three months with hard labour for having assaulted the fourth officer of the vessel. His conduct was severely commented upon by Capt. Hastings who said it was this class of man who disgraced the Merchant Service and caused foreigners to be employed by preference on British vessels. And Captain Hastings was quite right.

In reference to the Curlew case *Sport and Gossip* says:—Of all the moving incidents in the painful drama now being enacted in Yokohama none more curious will, I think, be found than that connected with the formal and dry procedure of drawing those to be summoned on the jury. In the book are the names with a number against them, in a bag are the numbers, and the first counter drawn was that allotted to the dead man, Walter Raymond Hollowell Curlew.

ON Monday at 10.30 a.m. His Excellency Mr. T'ing Fung, the Chinese Minister to the United States, Spain, and Peru, accompanied by his Secretary, paid an official visit to His Excellency the Governor at Government House, where Sir William, with his Private Secretary and Mr. Stewart Lockhart, received His Excellency. The Governor, accompanied by his Private Secretary and the Colonial Secretary, returned the call yesterday at 10.45 a.m. at "Tidewalk" where the Chinese Minister is at present staying.

At a regular meeting of Eothen Mark Lodge, No. 264, last night Mr. Bro. P. R. Simmonds was installed as W.M. for a second period of twelve months by Mr. Bro. A. O'D. Gourdin and a Board of Installed Masters. The W.M. appointed and invested his officers as follows:—S.W., Bro. S. J. Haulsch; J.W., Bro. D. Macdonald; M.O., F. W. Edwards; S.O., J. Lochrad; J.O., K. W. Mounsey; Treasurer, Mr. Bro. A. O'D. Gourdin; Secretary, G. Piercy, Jr.; S.D., F. D. Goddard; J.D., A. G. Allen; J.G., C. W. Spriggs; Tyler, J. R. Grimble.

WILLISON'S Great World Circus will arrive here from Halmphong on Saturday, the 30th instant, and will open on the Praya Reclamation Ground at the back of the City Hall on Monday, the 1st February. Most of our readers will be glad to hear that the circus tent will be pitched in such a convenient spot as the Reclamation Ground, and we understand that permission to the Advance Agent, Mr. F. L. M. May, has been obtained from the Government through the good offices of some of our leading residents who kindly refrained from raising any objection to the circus tent being pitched in such close proximity to their offices. If the police take proper measures to regulate the traffic in the vicinity of the circus there should be no ground for complaint.

The publishers of *Lat Pau* for 1897 appear to be somewhat behind the times in their information as to the exchangeable value of coins in the East, as the following extracts will show:—

Chinese silver yen of 100 mace = value 4s. 3d. Japan silver yen of 100 mace = value 4s. 3d. Indian silver rupee of 16 annas = value 4s. 3d.

The following note is appended to the table from which the above is taken:—

"Note.—The above list gives the principal rates of exchange with their values in English money, but in many countries the values are slightly variable according to the rate of exchange between the British and other countries."

Quite true. Values do vary slightly according to the rates of exchange, but it is as well to get the correct values first. The difference between 2/18 the present and 4/38 the reported value of the dollar, seems to us to be more than a slight variation.

In their *Weekly Share List* issued this afternoon Messrs. Benjamin, Kelly and Potts write:—Since our last circular a decided improvement has to be recorded in the market and rates for nearly all stocks show a considerable advance on the previous week's quotations. Hongkong and Shanghai Banks remain very quiet and only small sales at 18 and 18 1/2 per cent. premiums have been effected. Latest London quotation is 44. Nationals are wanted, but are not obtainable, at 85 to 86 1/2. Respecting shipping stocks, the firm states that the *Arcona* has been taken off the market at 325 and 335, closing steady. *Douglas* have suffered and are wanted at 65 1/2. *Docks* have experienced a sharp rise and are at 225 and 225 1/2 per cent. premium have been done at 225 and 225 1/2, and close in demand.

Intimations.

WATKINS & CO.
Sole Agents in Hongkong and the Empire of China

SCOTT & BOWNE, LTD.
Sole Agents in Hongkong and the Empire of China

THOMAS BEECHAM
Sole Agents in Hongkong and the Empire of China

BOVELL, LIMITED
Sole Agents in Hongkong and the Empire of China

BERKELEY CO., LIMITED
Sole Agents in Hongkong and the Empire of China

GRANVILLE & CO.
Sole Agents in Hongkong and the Empire of China

FRANCOIS & CO., LIMITED
Sole Agents in Hongkong and the Empire of China

THEO. ROSEBERRY
Sole Agents in Hongkong and the Empire of China

KOPF
Sole Agents in Hongkong and the Empire of China

WATKINS & CO.
Sole Agents in Hongkong and the Empire of China

PEACH BLOSSOM SOAP

COMPOUND SYRUP OF THE HYPOPHOSPHITES

THE CLUB HOTEL

5, BUND, YOKOHAMA.

HOTEL METROPOLE

1, TSUKUJI, TOKYO.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT. Experienced English maîtres in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures, every assistance given in clearing luggage and affording information. Passengers are met at the Railway Station.

VISITORS have the option of messing either in TOKYO or YOKOHAMA, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

E. V. SIOEN, Manager, YOKOHAMA. L. DEWETTE, Manager, TOKYO.

DISINFECTANT
WITH
SANITAS

FLUID, POWDER, SOAPS, &C.
OF ALL CHEMISTS AND STORES.

Valuable Book
HOW TO DISINFECT
free on application
THE SANITAS CO., LTD.
BETHNAL GREEN, LONDON, E.

SETTING UP OF DISTILLERIES
Rice - Corn - Sugar-cane, etc.
PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS

SETTING UP OF
Liquors Factories - Preserves Factories
Laboratories of Druggists - Essences Factories

STEAM KITCHENS
EGROT & GRANGE, rue Mathis, PARIS

Apply to Messrs. DODWELL, CARLILL & Co., Hong Kong.

THE WORLD RENOWNED

FRENCH CORSETS

C. P. A LA SIRENE

Established 1839, PARIS.
Beware of Spurious Imitations
Only genuine if Labelled and Stamped
C. P. à la Sirène.

APPLY TO MESSRS. DODWELL, CARLILL & CO.
Agents for M. OPPENHEIMER & Co., PARIS.

TEETHING BABIES

need lime for the teeth. All children need lime for a healthy formation of the growing bones. Curvature of the spine, bow legs, and soft bones do not have enough lime. When children are thin they need material for making flesh.

Scott's Emulsion

contains lime, and also the very essence of rich blood and healthy flesh. It has a remarkable effect on babies and children, insuring a healthy growth. The problem is simple. Scott's Emulsion contains the actual elements of food in an easy form for digestion and assimilation. Try it.

Sole Agents for Hongkong and the Empire of China: WATKINS & Co., Hongkong.

CARBOLINEUM-AVENARIUS
USED FOR 20 YEARS.
With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China, SCHIELE & Co.
Hongkong, 15th May, 1906.

KUHN & KOMOR
JAPANESE FINE ART CURIOS,
21 & 23, QUEEN'S ROAD, HONGKONG,
35, WATER STREET, YOKOHAMA

CHRISTMAS PRESENTS.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship

"HAIMUN"
Captain Bathurst, will be despatched for the above Ports TO-MORROW, the 28th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.,
General Managers.
Hongkong, 27th January, 1897. [100]

FOR NEW YORK, VIA SUEZ CANAL.
To follow the S.S. *Aslow*, *Claverhill* and *Radley*.

THE Steamship
"MORVEN"
on or about the 28th instant.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 27th January, 1897. [71]

FOR SHANGHAI.
THE Steamship
"LOONGMOON"
Captain F. W. Schult, will be despatched for the above Port on SATURDAY, the 30th instant, at 4 P.M.

For Freight or Passage, apply to
SIEMSEN & Co.,
Agents.
Hongkong, 27th January, 1897. [193]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship

"CHANGSHA,"
Captain Williams, will be despatched on MONDAY, the 1st February, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 22nd January, 1897. [178]

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship
"MYRMIDON,"
Captain Gardner, will be despatched as above on MONDAY, the 1st February.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 16th January, 1897. [155]

NIPPON YUSEN KAISHA.
JAPAN-EUROPE LINE.
MONTHLY SERVICE.

FOR SINGAPORE, COLOMBO, PORT SAID, MARSEILLES, LONDON AND ANTWERP.

THE Company's Chartered Steamship
"STRATHGAY,"
Captain McKinnon, will be despatched as above on SATURDAY, the 6th February, at 5 P.M.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
Agents.
Hongkong, 14th January, 1897. [146]

THE OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1897.
(Subject to Alteration.)
Monmouthshire [Saturday] 11th February.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship
"MONMOUTHSHIRE"
will be despatched hence for VICTORIA, (B.C.) and PORTLAND, OREGON, via KOBE and YOKOHAMA, on SATURDAY, the 13th February.

Consular Invoices of Goods for United States Ports should be in QUADRUPPLICATE, and one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 21st January, 1897. [175]

SAILING VESSELS.

FOR SAN FRANCISCO.
THE British Barque
"SUMBANA,"
Rehberg, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 7th December, 1896. [68]

NOTICE TO SHIPPERS.
FOR SAN FRANCISCO.
THE 100 A. T. Iron 4-mast British Barque

"MATTERHORN,"
Captain J. Williams, will soon be ready to load for the above Port, and will have quick despatch.

For Freight, apply to
MELCHERS & Co.,
Agents.
Hongkong, 28th November, 1896. [1840]

FOR NEW YORK.
THE 3/4 L. L. 1. American Barque
"FENOBSOT,"
Captain Macleider, will load here for the above Port, and will have quick despatch.

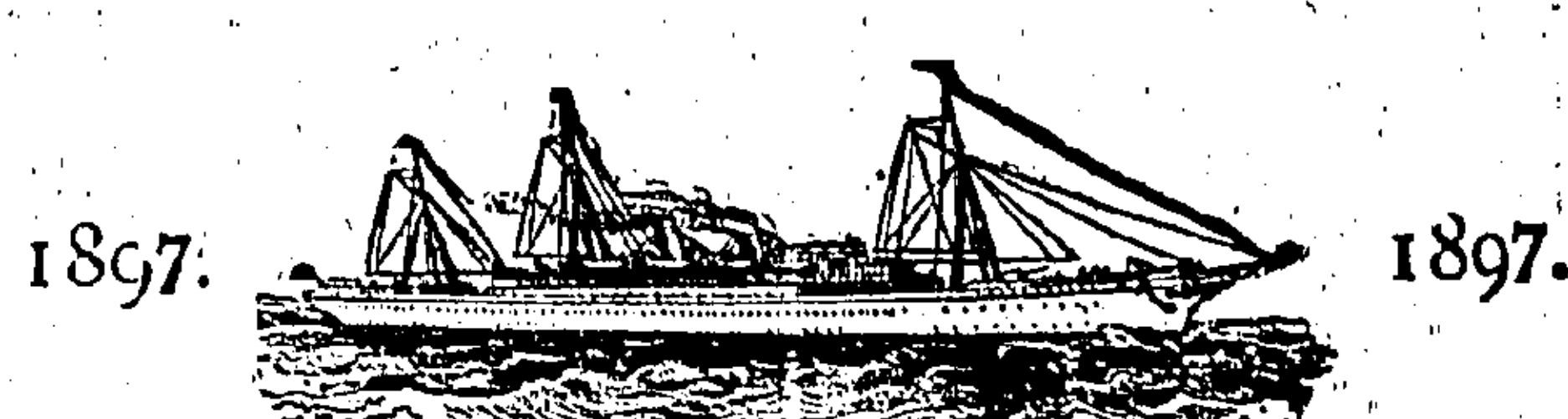
For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.
Hongkong, 10th November, 1896. [65]

FOR NEW YORK.
THE 3/4 L. L. 1. American Ship
"BENTHAM, GRAY,"
Small, Master, shortly expected from Shanghai, will load here and will be despatched by end of February.

For Freight, apply to
CARLWITTS & Co.,
Agents.
Hongkong, 24th January, 1897. [1766]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE



1897. SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 17th February.
EMPEROR OF JAPAN...Comdr. H. Pybus, R.N.R....WEDNESDAY, 17th March.
EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 7th April.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALMAY TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various ports at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Palmer's Street.
Hongkong, 20th January, 1897. [3]

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS.
ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Belgic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Thursday, 4th Feb., at Noon.
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama)..... Tuesday, 23rd Feb., at Noon.
Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Saturday, 13th March, at Noon.

THE Company's Steamship
"BELGIC"
will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on THURSDAY, the 4th February, 1897, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, PRINCE CENTRAL.

J. S. VAN BUREN, Agent.
Hongkong, 16th January, 1897. [6]

F. BLACKHEAD & CO.
SHIP-CHANDLERS, SAHMARERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRINCE CENTRAL, HONGKONG SOAP MANUFACTURERS.

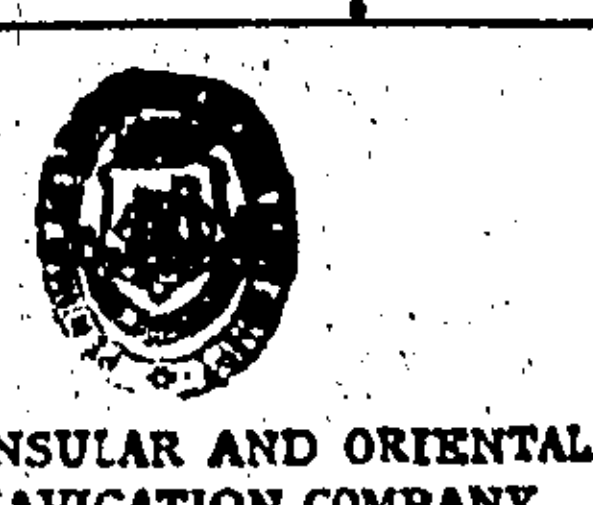
SOLE AGENTS FOR HARTMAN'S BARTON'S GENUINE COMPOSITION RED HAND BRAND, HARTMAN'S GREY PAINT, DAIHLER'S PATENT MOTOR LAUNCHES, &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES.

Mails.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship
"ROSETTA,"
Captain F. N. Tillard, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., TO-MORROW, the 28th January, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 27th January, 1897. [5]

NORDDEUTSCHER LLOYD.

NOTICE.
STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NANTES, CHAMPAIGN, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS: ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG, (SUBJECT TO ALTERATION.)

Prinz Heinrich..... Tuesday... 1st Feb.
Prinzess..... Tuesday... 1st March.
Sachsen..... Tuesday... 1st April.
Bayern..... Tuesday... 1st May.
Prinz Heinrich..... Tuesday... 1st June.

ON TUESDAY, the 2nd day of February, 1897, at 9 A.M., the Company's Steamship "PRINZ HEINRICH," Captain Cuppers, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NANTES and CHAMPAIGN.

Shipping Orders will be granted till Noon on SATURDAY, the 30th Jan. Cargo and Specie will be received on board until 5 P.M. on MONDAY the 1st Feb., and Parcels will be received at the Agency's Office until Noon on MONDAY, the 1st Feb. Contents of Packages are required. No Parcel Receipts will be signed for less than 25 lbs and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Lanes can be washed on board.

For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 9th January, 1897. [96]

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400.
Excellent accommodation. First-class Table, Doctor and Stewardess carried.

HONGKONG TO NEW YORK \$350.
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the Rocky and Canadian Mountains. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.
Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG, (SUBJECT TO ALTERATION.)

Branford..... 1st Feb. Tuesday... 1st Feb. 6.
Tacoma..... 1st Feb. Tuesday... 1st Feb. 2.
Victoria..... 1st Feb. Tuesday... 1st Feb. 2.
Olympic..... 1st Feb. Tuesday... 1st Feb. 2.
Branford..... 1st Feb. Tuesday... 1st Feb. 2.

THE Steamship
"BRANFORD,"
Captain Forster, sailing at Noon, on TUESDAY, the 28th January, will proceed to VICTORIA (B.C.) and TACOMA (Wash.), via SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the Steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to this Office (with Address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to
DODWELL, CARLILL & Co.,
General Agents.
Hongkong, 16th January, 1897. [6]

Printed and Published by CHERRY DUNCAN at No. 7, Prince's Street, Hong Kong.